

# Keep NYC Congestion Tax Free

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## “Mockery of the Law”

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### CITY FAILS TO COLLECT BILLIONS\$ FROM SCOFFLAWS

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#### Solution? Create Another Tax



*New York-April 10...* New York City is massively [failing to enforce](#) its own laws, costing honest taxpayers billions of dollars in uncollected revenues, according to the City's Independent Budget Office.

The solution the City and State are pursuing? You guessed it – creating yet another tax. Meanwhile, it was [just reported](#), the City has awarded nearly \$1 billion in traffic camera contracts to a company accused of overbilling for work the City doesn't need.

Despite being owed more than \$2.1 billion from scofflaws, and that's not counting hundreds of millions of dollars lost each year to turnstile jumpers and various other tax deadbeats, New York is plowing forward with a plan to tax drivers who enter Manhattan south of 60th Street \$23 per trip, despite the known environmental damage it will cause to New York City communities already suffering some of the highest youth asthma rates in America.

The so-called Congestion Pricing Tax, which would disproportionately harm low-income New Yorkers and slow efforts to revitalize New York City's core business districts post-Covid-19, would impose a new tax on New Yorkers to help make up for unpaid existing taxes.

“What we’re seeing in New York is complete mockery of the law,” said Keep NYC Congestion Tax Free spokesman Joshua Bienstock. “Honest, hardworking New York taxpayers are being punished by the City’s failure to collect revenues from tax deadbeats, and that’s wrong anyway you look at it. Before imposing *any* new tax, New York City should be collecting what it’s already owed.”

Studies show that a Congestion Pricing Tax would increase traffic and air pollution in other areas of Manhattan, Staten Island, Brooklyn, Queens, and the Bronx.

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[Keep NYC Congestion Tax Free](#), a diverse coalition of civic, business, and labor organizations and businesses throughout New York City, argues that implementing a tax on vehicles traveling south of 60th Street in Manhattan will increase traffic and pollution in other areas of the city and permanently damage efforts to revitalize the two districts.